

COUNTY

TRANSPORTATION PROGRAM

| TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK FISCAL YEARS | | | | | | | | | | | | | | | | | |
|---|--------------|---|---|----------------------------------|--|--------------------|---------|---------|----------------------|---------|---------|---------|---|-------------------------------|----------------------------------|--|--|
| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJECT COST (THOU) | PRIOR YEARS COST (THOU) | FUNDS | "DELIVERABLE STIP" | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" FUTURE YEARS | | | |
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | | | | |
| NC 00 | R-0000 * | I-40 TO NC 211 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION. (7.3 MILES) | 33,450 | 250 | NHS R | 4,000 | A | | | | | | | | | | |
| WAKE | | | | | NHS M | 700 | | | | | | | | | | | |
| | | | | | NHS U | 1,500 | | | | | | | | | | | |
| COUNTY | | | | | NHS | | | | C | 9,000 | A | | | | | | |
| | | | | | NHS | | | | | | | | | | | | |
| | | | | | NHS | | | | | | | | | | | | |
| | | INDICATES INTRASTATE PROJECT | | | | | | | | | | | | | | | |
| ROUTE NUMBER | | LOCATION / DESCRIPTION / MILEAGE Project termini, general description of project and length in miles. | WORK TYPE (ACTIVITY) Phases of implementation: preliminary engineering, right of way, mitigation, utilities or construction. For other work types or activities see Work Type (Activity) box below. | | PROJECT BREAKS | | | | | | | | ESTIMATED COST | | UNFUNDED FUTURE COMMITMENT | | |
| Listed in order of I, US, NC, SR, CITY or NEW ROUTE | | | | | A — I-40 to NC 3. B — NC 3 to NC 211. | | | | | | | | Preliminary engineering, right of way, utility, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates Cash-Flow Funding with proposed work type or activity beginning in the initial scheduled year. | | | | |
| IDENTIFICATION NUMBER | | FUNDING See Highway or Public Transportation Funding Key for an explanation of funding categories used for each project phase. | | | | | | | | | | | | | | | |
| Assigned to each project at conception and remains with project until completion. | | | | | | | | | | | | | | | | | |

| WORK TYPE (ACTIVITY) |
|------------------------------|
| A - Acquisition |
| AD - Administration |
| B - Booklets |
| C - Construction |
| CG - Construction (GARVEE) |
| CP - Capital |
| D - Mapping |
| F - Feasibility Study |
| G - Grading and Structures |
| I - Inspections |
| L - Landscaping |
| M - Mitigation |
| N - Implementation |
| O - Operations |
| P - Paving |
| PE - Preliminary Engineering |
| R - Right of way |
| RG - Right of way (GARVEE) |
| S - Structures |
| SG - Signing |
| T - Training |
| U - Utilities |

| KEY TO HIGHWAY FUNDING SOURCE |
|--|
| APD - Appalachian Development |
| BIA - Bureau of Indian Affairs |
| BRGI - Bridge Inspection |
| C - City |
| CMAQ - Congestion Mitigation |
| DP - Discretionary or Demonstration |
| FA - Bridge Replacement On-Federal-Aid System |
| FLP - Federal Lands Program |
| HES - High Hazard Safety |
| HP - Federal-Aid High Priority |
| IM - Interstate Maintenance |
| L - Local |
| NFA - Bridge Replacement Off-Federal-Aid System |
| NFAM - Municipal Bridge Replacement Program |
| NHS - National Highway System |
| NRT - National Recreational Trails |
| O - Others |
| PLF - Personal Automobile License Plate Funds |
| RR - Rail/Highway Safety |
| S - State |
| S(M) - State Match |
| S(5) - State (Highway) Trust Funds |
| SF - State Ferries |
| SG - Safety Grant |
| SRTS - Safe Routes to School |
| STP - Surface Transportation Program |
| STPDA - Surface Transportation Program - Direct Attributable |
| STPE - Surface Transportation Program, Enhancements |
| T - Highway Trust Funds |

| KEY TO PUBLIC TRANSPORTATION FUNDING SOURCES |
|---|
| CMAQ - Congestion Mitigation |
| EDTAP - State Elderly and Disabled Transportation |
| FBUS - Capital Program - Bus Earmark (5309) |
| FED - Federal |
| FEDPO - Special Elderly and Disabled |
| FMLP - Metropolitan Planning (5303) |
| FNF - New Freedom Program |
| FNS - Capital Program - New Start |
| FNU - Non Urbanized Area Formula Program (5311) |
| FSPR - State Planning and Research |
| FUZ - Urbanized Area Formula Program (5307) |
| HSTM - State Administrative Assistance - Human Services |
| JARC - Job Assistance and Reverse Commute (3037) |
| L - Local |
| OAWF - Operating Assistance |
| RGP - Rural General Public Program |
| RIMA - Regional and Inter-City Maintenance Assistance |
| RTAP - Rural Transit Assistance Program |
| RTCH - Rural Technology |
| SFCP - State Rural Facility Program |
| SMAP - State Maintenance Assistance Program |
| STAT - State |
| STCP - State Rural Capital Program |
| STP - Surface Transportation Program |
| UTCH - Urban Technology |

COUNTY: DAVIDSON

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| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | FUNDING SOURCE | "DELIVERABLE STIP" | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 DAVIDSON ROWAN | I-2304 | NORTH OF SR 2120 (EXIT 81) IN ROWAN COUNTY TO US 29-52-70/I-85 BUSINESS (EXIT 87). ADDITIONAL LANES AND BRIDGE RECONSTRUCTION. (PROJECT INCLUDES B-3833) (6.8 MILES) | 346066 | 11066 | O | | | | R | 5000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIDSON

COUNTY: DAVIDSON

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK | | | | | | | | | | FISCAL YEARS | | | | | "UNFUNDED" | | | | | |
|---|--------|---|------------------------------------|---------------------------------|--|--|---------|---------------------------|---------|-----|--|---|---------|-----------------------------|---------|--------------|---------|---|-----|--------------|------------|-------|--------|------|------|----|
| | | | | | | FUNDING SOURCE | FY 2008 | <u>"DELIVERABLE STIP"</u> | | | | | | <u>"DEVELOPMENTAL STIP"</u> | | | | | | FUTURE YEARS | | | | | | |
| | | | | | | | | FY 2009 | FY 2010 | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 8 DAVIDSON | R-2300 | NC 49 TO SR 2212. WIDEN ROADWAY, PART TO MULTI-LANES. (24.6 MILES) | 56531 | 31513 | STP | | | | | | | | | | | | | | | M | 1768 | | | | | |
| | | | | | STP | | | | | | | | | | | | | | | | R | 5500 | AA | | | |
| | | | | | STP | | | | | | | | | | | | | | | | | C | 5600 | AA | | |
| | | | | | STP | | | | | | | | | | | | | | | | | | R | 1100 | AB | |
| | | | | | STP | | | | | | | | | | | | | | | | | | C | 7300 | AB | |
| | | | | | STP | | | | | | | | | | | | | | | | | | | C | 8700 | BA |
| | | | | | AA NC 49 TO SR 2504 (HUNT ROAD). AB SR 2504 (HUNT ROAD) TO SR 2412 (ROTHROCK ROAD). BA SR 2412 (ROTHROCK ROAD) TO SOUTH OF SR 1115 (WRENN ROAD) SOUTH OF LEXINGTON. BB SR 1115 (WRENN ROAD) TO SOUTH OF SR 1126 (TRANHAM DRIVE) - COMPLETE. BC SR 1126 (TRANHAM DRIVE) TO I-85 - COMPLETE. | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 109 DAVIDSON | R-4734 | I-85 IN THOMASVILLE TO NC 47 IN DENTON. WIDEN TO MULTI-LANES. (16.9 MILES) | 75300 | | STP | | | | | | | | | | | | | | | R | 5000 | | | | | |
| | | | | | STP | | | | | | | | | | | | | | | | C | 70300 | | | | |
| NC 109 DAVIDSON FORSYTH | R-2568 | SOUTH OF I-85 BUSINESS IN THOMASVILLE TO I-40/US 311 IN WINSTON-SALEM. WIDEN TO MULTI- LANES WITH BYPASS OF WALLBURG, SOME NEW LOCATION. (13.5 MILES) | 113717 | 48317 | STP | | | | | | | | | | | | | | | R | 19800 | C | | | | |
| | | | | | STP | | | | | | | | | | | | | | | | | C | 45600 | C | | |
| | | | | | A SOUTH OF I-85 BUSINESS TO NORTH OF I-85 BUSINESS - COMPLETE. B NORTH OF I-85 BUSINESS TO NORTH OF SR 1756 (OLD GREENSBORO ROAD) - UNDER CONSTRUCTION. C NORTH OF SR 1756 (OLD GREENSBORO ROAD) TO I-40/US 311. | | | | | | | | | | | | | | | | | | | | | |
| PLANNING/DESIGN IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 52 (FUTURE I-285) DAVIDSON FORSYTH | R-4750 | I-85 IN DAVIDSON COUNTY TO I-40 IN FORSYTH COUNTY. UPGRADE EXISTING ROADWAY TO INTERSTATE STANDARDS. (23 MILES) | 2525 | | NHS | | | | R | 525 | | | | | | | | | | | | | | | | |
| | | | | | NHS | | | | | | | C | 2000 | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH STOKES | U-5022 | WINSTON-SALEM METROPOLITAN PLANNING ORGANIZATION (WSMPO) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING. | 5826 | | STPDA | | | | C | 832 | | C | 832 | | C | 832 | | C | 833 | | C | 833 | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HIGH POINT DAVIDSON GUILFORD RANDOLPH | U-2537 | NORTH-SOUTH CONNECTOR, I-85 TO US 311 / FUTURE I-74. MULTI-LANES ON NEW LOCATION. (10.5 MILES) | 169800 | 500 | STP | | | | | | | | | | | | | | | R | 12000 | | | | | |
| | | | | | STP | | | | | | | | | | | | | | | | | C | 157300 | | | |

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - IN PROGRESS

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIDSON

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | | | | | | | | | |
|---|--------------|--|---------------------------------|----------------------------------|---|--------------------|---------|---------|---------|---------|---------|--------------|---------|--------------|-----|--|----------------------|-----|--|------------|-----|--|---|----|-------|--|--|--|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEXINGTON DAVIDSON | U-2545 | NEW ROUTE, US 29-52-70/I-85 BUSINESS TO SR 2212 (FAIRVIEW ROAD). (4.2 MILES) | 37020 | 250 | STP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | STP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | STP | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | PLANNING/DESIGN IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | |
| THOMASVILLE DAVIDSON | U-4420 | SR 2165 (TURNER STREET)/SR 2055 (LIBERTY STREET), NC 62 (CLONIGER STREET) TO SR 2123 (NATIONAL HIGHWAY). WIDEN TO MULTI-LANES. (2.4 MILES) | 36700 | STP | | | | | | | | | | | | | | | | | | | | R | 16600 | | | | | |
| | | | | STP | | | | | | | | | | | | | | | | | | | | C | 20100 | | | | | |
| THOMASVILLE DAVIDSON | U-4411 | NC 109 (RANDOLPH STREET), ROYAL OAKS STREET TO WEST COLONIAL DRIVE. WIDEN TO MULTI- LANES. (0.5 MILE) | 5500 | STP | | | | | | | | | | | | | | | | | | | | R | 2200 | | | | | |
| | | | | STP | | | | | | | | | | | | | | | | | | | | C | 3300 | | | | | |
| WINSTON-SALEM DAVIDSON DAVIE FORSYTH STOKES | U-4742 | INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS WITHIN METROPOLITAN PLANNING ORGANIZATION (MPO) AREA. | 3189 | STPDA | C | 300 | | C | 350 | | C | 350 | | C | 300 | | C | 300 | | C | 300 | | | | | | | | | |
| | | | | C | | 75 | | C | 88 | | C | 88 | | C | 88 | | C | 75 | | C | 75 | | C | 75 | | | | | | |
| | | | | | PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEASIBILITY STUDIES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THOMASVILLE DAVIDSON | FS-0509A | NC 109, IDENTIFY IMPROVEMENTS TO MITIGATE CURRENT AND FUTURE TRAFFIC CONGESTION THROUGH THOMASVILLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | SCHEDULED FOR FEASIBILITY STUDY | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 29-70 SBL AND I-85 BUSINESS LOOP DAVIDSON | B-4095 | ABBOTTS CREEK. REPLACE BRIDGE NO. 128 AND BRIDGE NO. 130 | 4590 | 4590 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 SBL DAVIDSON | B-3833 | SOUTHERN RAILWAY. REPLACE BRIDGE NO. 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | STRUCTURE TO BE REPLACED AS PART OF I-2304 | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: DAVIDSON

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK | | | | FISCAL YEARS | | | | | "UNFUNDED" FUTURE YEARS |
|---|--|--------------|--|---------------------------------|----------------------------------|-------------------|--|---------|---------|------|-----------------------------|---------|---------|---------|---------|----------------------------|
| | | | | | | | <u>"DELIVERABLE STIP"</u> | | | | <u>"DEVELOPMENTAL STIP"</u> | | | | | |
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | |
| US 29-64-70 AND I-85 BUSINESS NORTHBOUND LANE DAVIDSON | | B-3157 | SR 1242 AND MICHAEL CREEK. REPLACE BRIDGE NO. 74 AND BRIDGE NO. 76 (INCLUDES B-3158) | 12218 | 12218 | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | |
| US 29-70/I-85 BUS. DAVIDSON | | B-4859 | RICH FORK CREEK. REPLACE BRIDGE NO. 138 | 1730 | 150 | FA | | | | | R | 130 | | | | |
| | | | | | | FA | | | | | | C | 1450 | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | |
| US 64 DAVIDSON | | B-4497 | US 29-70/I-85 BUSINESS. REHABILITATE BRIDGE NO. 39 | 2300 | 200 | FA | | | | | C | 2100 | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | |
| NC 8 DAVIDSON | | B-3159 | US 29-64-70/I-85 BUSINESS LOOP. REPLACE BRIDGE NO. 27 | 11000 | | STP | | | | | | | | | | R 4000 |
| | | | | | | STP | | | | | | | | | | C 7000 |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | |
| NC 47 DAVIDSON | | B-4739 | FOUR MILE BRANCH. REPLACE BRIDGE NO. 46 | 1100 | | FA | | | | | | | | | | R 100 |
| | | | | | | FA | | | | | | | | | | C 1000 |
| SR 1147 DAVIDSON | | B-4097 | POTTS CREEK. REPLACE BRIDGE NO. 40 | 2916 | 250 | FA | R | 85 | | | | | | | | |
| | | | | | | FA | U | 340 | | | | | | | | |
| | | | | | | FA | M | 141 | | | | | | | | |
| | | | | | | FA | | | C | 2100 | | | | | | |
| SR 1194 DAVIDSON | | B-4740 | DYKERS CREEK. REPLACE BRIDGE NO. 7 | 610 | 60 | NFA | | | | | | R | 50 | | | |
| | | | | | | NFA | | | | | | | C | 500 | | |
| SR 1243 DAVIDSON | | B-4498 | ABBOTTS CREEK. REPLACE BRIDGE NO. 199 | 1950 | 300 | FA | | | R | 150 | | | | | | |
| | | | | | | FA | | | | | C | 1500 | | | | |
| SR 1243 DAVIDSON | | B-3446 | SOUTHERN RAILROAD. REPLACE BRIDGE NO. 415 | 4659 | 4659 | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIDSON

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | FY 2008 | FY 2009 | FY 2010 | | | | | | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 1493 DAVIDSON | B-4741 | MUDDY CREEK. REPLACE BRIDGE NO. 38 | 3700 | 400 | NFA | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIDSON

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | FISCAL YEARS | | | | | "UNFUNDED" | | | | | | |
|---|--------------|--|---------------------------------|----------------------------------|--|--------------------|---------|---------|--------------|---------|---------|--------------|----|------------|---|----|---|---|----|---|
| | | | FY 2008 | FY 2009 | | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | |
| MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH ROWAN STOKES | EE-4909 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 9 PROJECT MITIGATION. | 3723 | 3723 | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE ANSON DAVIDSON MONTGOMERY RANDOLPH RICHMOND ROWAN STANLY | EB-3410 | UWHARRIE LAKES REGION BICYCLE ROUTE MAPPING AND SIGNING. | 94 | 94 | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | |
| VARIOUS CASWELL DAVIDSON FORSYTH GUILFORD MONTGOMERY RANDOLPH ROCKINGHAM | C-4936 | PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION (PART). IMPLEMENT A REGIONAL AIR QUALITY AWARENESS PROGRAM. | 892 | 438 | CMAQ | N | 33 | B | N | 33 | B | N | 33 | B | N | 33 | B | N | 33 | B |
| | | | | | L | N | 8 | B | N | 8 | B | N | 8 | B | N | 8 | B | N | 8 | B |
| | | | | | CMAQ | N | 50 | C | | | | | | | | | | | | |
| | | | | | L | N | 12 | C | | | | | | | | | | | | |
| | | | | | CMAQ | N | 30 | D | N | 30 | D | N | 30 | D | N | 30 | D | N | 30 | D |
| | | | | | L | N | 8 | D | N | 8 | D | N | 7 | D | N | 7 | D | N | 7 | D |
| | | | | | A GREENSBORO AREA. B HIGH POINT AREA. C WINSTON-SALEM AREA. D PIEDMONT TRIAD RURAL PLANNING ORGANIZATION AREA. IN PROGRESS | | | | | | | | | | | | | | | |
| COUNTYWIDE DAVIDSON | C-4966 | PART A: UPGRADE NATURAL GAS FUELING STATION TO PERMIT BOTH 3000 AND 3600 PSI VEHICLES TO BE FUELED AT EXISTING STATION. PART B: PURCHASE TWO NATURAL GAS VEHICLES TO REPLACE GASOLINE FUELED FLEET VEHICLES. | 47 | | CMAQ | N | 14 | A | | | | | | | | | | | | |
| | | | | | L | N | 3 | A | | | | | | | | | | | | |
| | | | | | CMAQ | N | 24 | B | | | | | | | | | | | | |
| | | | | | L | N | 6 | B | | | | | | | | | | | | |
| IN ACQUISITION | | | | | | | | | | | | | | | | | | | | |
| LEXINGTON DAVIDSON | C-4967 | PURCHASE TWO NATURAL GAS VEHICLES TO REPLACE GASOLINE FUELED FLEET VEHICLES AND APPROPRIATE FUELING SYSTEM EQUIPMENT | 50 | | CMAQ | A | 29 | | A | 11 | | | | | | | | | | |
| | | | | | L | A | 7 | | A | 3 | | | | | | | | | | |

COUNTY: DAVIDSON

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" | | | | | | | | | | |
|---|--------------|--|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|-----|--------------|---|-----|-----|---------|----------------------|---------|---------|---------|--------------|------------|-----|--|--|--|--|--|--|--|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | | | | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEXINGTON DAVIDSON | C-4965 | BICYCLE AND PEDESTRIAN PLAN. IDENTIFY BICYCLE AND PEDESTRIAN ROUTES, PRIORITIZE IMPROVEMENTS AND GARNER PUBLIC SUPPORT FOR NEW FACILITIES. | 46 | | CMAQ | F | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | L | F | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| LEXINGTON DAVIDSON | C-4968 | NATIONAL BOULEVARD AND 5TH AVENUE INTERSECTION IMPROVEMENTS, TURN LANES AND SIGNALIZATION. | 578 | | CMAQ | R | 37 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | L | R | 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | CMAQ | | | | C | 213 | | C | 213 | | | | | | | | | | | | | | | | | | |
| | | | | | L | | | | C | 53 | | C | 53 | | | | | | | | | | | | | | | | | | |
| ENHANCEMENT PROJECTS (LOCAL PROJECTS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM DAVIDSON DAVIE FORSYTH STOKES | U-4741 | VARIOUS GREENWAY AND SIDEWALK PROJECTS WITHIN MPO AREA. | 5000 | | STPDA | C | 500 | | C | 500 | | C | 500 | | C | 500 | | C | 500 | | C | 500 | | | | | | | | | |
| | | | | | C | C | 125 | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | | | | | | | | |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HAZARD ELIMINATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 BUSINESS/ US 29-70 DAVIDSON GUILFORD RANDOLPH | W-4822 | SECTION A, I-85 NORTHWARD TO SWEARING CREEK IN DAVIDSON COUNTY; SECTION B, RANDOLPH COUNTY LINE NORTHWARD TO I-85 IN GUILFORD COUNTY. INSTALL SHOULDER RUMBLE STRIPS. | 190 | 190 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 109 DAVIDSON | SF-4909B | INTERSECTION WITH SR 2266 (HANNERVILLE ROAD-CLARKSBURY CHRUCH ROAD) SOUTH OF THOMASVILLE. INSTALL LEFT TURN LANES. | 201 | | HES | R | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | HES | C | 200 | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 150 DAVIDSON | W-5115 | SOUTH OF SOUTH VILLAGE DRIVE TO SR 1515 (MOUNT OLIVET CHURCH ROAD). CONSTRUCT CONTINUOUS CENTER LEFT TURN LANE. | 1895 | | HES | | | | | | | | R | 720 | | | | | | | | | | | | | | | | | |
| | | | | | HES | | | | | | | | | | C | 1175 | | | | | | | | | | | | | | | |
| SR 2183 SR 2097 DAVIDSON | SF-4909C | SR 2183 (FISHER FERRY ROAD-DENTON ROAD) AND SR 2097 (MT. ZION CHURCH ROAD-NOAHTOWN ROAD). IMPROVE SIGHT DISTANCE. | 200 | | HES | R | 5 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | HES | C | 195 | | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIDSON

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" | | | | | | | | |
|---|--------------|--|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|--------------|---------|---------|---------|---------|----------------------|----|--|---|----|------------|---|----|--|--|--|--|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | |
| ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 DAVIDSON | K-4905 | RENOVATION OF REST AREA PAIR-BUILDINGS, GROUNDS AND PARKING FACILITIES. BUILDINGS TO INCLUDE DUAL RESTROOMS AND ADA COMPLIAN' FAMILY RESTROOM. | 1800 | | IM | | | | C | 1800 | | | | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE DAVIDSON | TJ-4928 | PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS. | 120 | | OAWF | O | 15 | | O | 15 | | O | 15 | | O | 15 | | O | 15 | | O | 15 | | | | | | |
| COUNTYWIDE DAVIDSON | TL-4928 | PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED. | 672 | | EDTAP | O | 84 | | O | 84 | | O | 84 | | O | 84 | | O | 84 | | O | 84 | | | | | | |
| COUNTYWIDE DAVIDSON | TR-4928 | PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC. | 664 | | RGP | O | 83 | | O | 83 | | O | 83 | | O | 83 | | O | 83 | | O | 83 | | | | | | |
| HIGH POINT DAVIDSON | TO-4789 | FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE. | 1093 | | FUZ | O | 78 | | O | 67 | | O | 67 | | O | 67 | | O | 67 | | O | 67 | | | | | | |
| | | | | | L | O | 77 | | O | 67 | | O | 67 | | O | 67 | | O | 67 | | O | 67 | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIE

COUNTY: DAVIE

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | FISCAL YEARS | | | | | | | | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | FY 2008 | FY 2009 | | FY 2010 | | FY 2011 | | FY 2012 | | FY 2013 | | FY 2014 | | FY 2015 | | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DAVIE | | I-3600 | SR 1436 (PINEBROOK DRIVE) TO WEST OF NC 801. PAVEMENT REHABILITATION. (5 MILES) | 19850 | 2485 | IM | CG | 1510 | CG | 1510 | CG | 1510 | CG | 1510 | CG | 1510 | CG | 1510 | CG | 1510 | CG | 1510 | CG | 5285 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | UNDER CONSTRUCTION - GARVEE BOND FUNDING \$13.8 MILLION; PAYBACK FY 2007 - FY 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 DAVIE FORSYTH | | I-0911 | WEST OF NC 801 (EXIT 180) TO WEST OF SR 1122. PAVEMENT REHABILITATION AND CONSTRUCT FIFTH AND SIXTH LANES. (COORDINATE WITH I-2102) (7.1 MILES) | 65873 | 27223 | NHS | | | | | | | | | | | R | 650 | A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: DAVIE

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | |
|--|--------------|---|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---------|---------|---------|---------|---------|--------------|----|------|--|----|----------------------|--|----|------------|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM DAVIDSON DAVIE FORSYTH STOKES | U-4742 | INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS WITHIN METROPOLITAN PLANNING ORGANIZATION (MPO) AREA. | 3189 | | STPDA | C | 300 | | C | 350 | | C | 350 | | C | 350 | | C | 350 | | | | | |
| | | | | | C | C | 75 | | C | 88 | | C | 88 | | C | 88 | | C | 88 | | | | | |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS | | | | | | | | | | | | | | | | | | | | | | | | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| US 158 DAVIE FORSYTH | B-3835 | YADKIN RIVER. REPLACE BRIDGE NO. 35 | 25125 | 13125 | FA | C | 12000 | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION - DESIGN BUILD | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 801 DAVIE | B-4104 | CARTER CREEK. REPLACE BRIDGE NO. 21 | 1785 | 285 | FA | C | 1500 | | | | | | | | | | | | | | | | | |
| RIGHT OF WAY IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 801 DAVIE ROWAN | B-4256 | SOUTH YADKIN RIVER. REPLACE BRIDGE NO. 80 | 3727 | 3727 | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 801 DAVIE | B-3637 | I-40. REPLACE BRIDGE NO. 37 AND REVISE INTERCHANGE. | 35480 | 20162 | IM | CG | 1332 | | CG | 1332 | | CG | 1332 | | CG | 1332 | | CG | 1332 | | CG | 4662 | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION - GARVEE BOND FUNDING \$11.5 MILLION; PAYBACK FY 2007 - FY 2018 | | | | | | | | | | | | | | | | | | | | | | | | |
| MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH ROWAN STOKES | EE-4909 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 9 PROJECT MITIGATION. | 3723 | 3723 | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| MOCKSVILLE DAVIE | EB-5005 | RICH PARK GREENWAY - US 158, CAMPBELL ROAD, AND RICH PARK. | | | | | | | | | | | | | | | | | | | | | | |
| SCHEDULED FOR FEASIBILITY STUDY | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: DAVIE

| ROUTE/CITY/ SYSTEM COUNTY | | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | | FISCAL YEARS | | | | | <u>"DEVELOPMENTAL STIP"</u> | | | <u>"UNFUNDED"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----|-----|--------------|---|---------------------------------|---|--|---------------------------|---------|-----|--|--------------|-------|---|---------|---------|-----------------------------|---------|---------|-------------------|-----|--|--|---|-----|--|---|-----|--|---|-----|--|---|----|--|---|----|--|---|----|-----|---|----|-----|---|---|-----|--|---|-----|--|---|-----|--|---|-----|--|---|-----|--|---|-----|--|---|-----|--|---|-----|--|---|--|--|--|--|--|--|--|--|
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | | | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENHANCEMENT PROJECTS (LOCAL PROJECTS) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM | | | U-4741 | VARIOUS GREENWAY AND SIDEWALK PROJECTS WITHIN MPO AREA. | 5000 | <table><tr><td>STPDA</td><td>C</td><td>500</td><td></td><td>C</td><td>500</td><td></td><td>C</td><td>500</td><td></td></tr><tr><td>C</td><td>C</td><td>125</td><td></td><td>C</td><td>125</td><td></td><td>C</td><td>125</td><td></td></tr></table> | | | | | | | STPDA | C | 500 | | C | 500 | | C | 500 | | C | C | 125 | | C | 125 | | C | 125 | | <table><tr><td>C</td><td>500</td><td></td><td>C</td><td>500</td><td></td><td>C</td><td>500</td><td></td><td>C</td><td>500</td><td></td><td>C</td><td>500</td><td></td></tr><tr><td>C</td><td>125</td><td></td><td>C</td><td>125</td><td></td><td>C</td><td>125</td><td></td><td>C</td><td>125</td><td></td><td>C</td><td>125</td><td></td></tr></table> | | | | | | | C | 500 | | C | 500 | | C | 500 | | C | 500 | | C | 500 | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table> | | | | | | | | |
| STPDA | C | 500 | | | | C | 500 | | C | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | C | 125 | | C | 125 | | C | 125 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 500 | | C | 500 | | C | 500 | | C | 500 | | C | 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | 125 | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DAVIDSON | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DAVIE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORSYTH | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HAZARD ELIMINATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-40 | | | W-4824 | INSTALL SHOULDER RUMBLE STRIPS. | 195 | 195 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DAVIE | | | | | | | A IREDELL COUNTY LINE TO EASTWARD TO MILEPOST 175 - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORSYTH | | | | | | | B WEST OF NC 801 EASTWARD TO EAST OF SR 1101 - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GUILFORD | | | | | | | C WEST OF SR 1120-1122 EASTWARD TO WEST OF US 158 - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | D EAST OF US 52 EASTWARD TO NEAR US 311 - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | E US 311, I-40 SOUTHWARD TO SR 1979 - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | F SR 1979, US 311 TO THE BRIDGE OVER OAK HOLLOW LAKE - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE | | | TJ-4929 | PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS. | 32 | <table><tr><td>OAWF</td><td>O</td><td>4</td><td></td><td>O</td><td>4</td><td></td><td>O</td><td>4</td><td></td></tr></table> | | | | | | | OAWF | O | 4 | | O | 4 | | O | 4 | | <table><tr><td>O</td><td>4</td><td></td><td>O</td><td>4</td><td></td><td>O</td><td>4</td><td></td><td>O</td><td>4</td><td></td><td>O</td><td>4</td><td></td></tr></table> | | | | | | | O | 4 | | O | 4 | | O | 4 | | O | 4 | | O | 4 | | <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| OAWF | O | 4 | | O | 4 | | O | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O | 4 | | O | 4 | | O | 4 | | O | 4 | | O | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DAVIE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE | | | TL-4929 | PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED. | 368 | <table><tr><td>EDTAP</td><td>O</td><td>46</td><td></td><td>O</td><td>46</td><td></td><td>O</td><td>46</td><td></td></tr></table> | | | | | | | EDTAP | O | 46 | | O | 46 | | O | 46 | | <table><tr><td>O</td><td>46</td><td></td><td>O</td><td>46</td><td></td><td>O</td><td>46</td><td></td><td>O</td><td>46</td><td></td><td>O</td><td>46</td><td></td></tr></table> | | | | | | | O | 46 | | O | 46 | | O | 46 | | O | 46 | | O | 46 | | <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EDTAP | O | 46 | | O | 46 | | O | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O | 46 | | O | 46 | | O | 46 | | O | 46 | | O | 46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DAVIE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE | | | TR-4929 | PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC. | 304 | <table><tr><td>RGP</td><td>O</td><td>38</td><td></td><td>O</td><td>38</td><td></td><td>O</td><td>38</td><td></td></tr></table> | | | | | | | RGP | O | 38 | | O | 38 | | O | 38 | | <table><tr><td>O</td><td>38</td><td></td><td>O</td><td>38</td><td></td><td>O</td><td>38</td><td></td><td>O</td><td>38</td><td></td><td>O</td><td>38</td><td></td></tr></table> | | | | | | | O | 38 | | O | 38 | | O | 38 | | O | 38 | | O | 38 | | <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RGP | O | 38 | | O | 38 | | O | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O | 38 | | O | 38 | | O | 38 | | O | 38 | | O | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DAVIE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | FISCAL YEARS | | <u>"DEVELOPMENTAL STIP"</u> | | | | | <u>"UNFUNDED"</u> | |
|--|--|--------------|---|---------------------------------|----------------------------------|---|---------------------------|---------|---------|--------------|---------|-----------------------------|---------|---------|--------------|-----|-------------------|--|
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | |
| I-40 FORSYTH | | I-4926 | WESTGATE CENTER DRIVE TO JONESTOWN ROAD (US 421/I-40 BUSINESS) WEST OF WINSTON-SALEM. PAVEMENT REHABILITATION. | 2540 | 2540 | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | UNDER CONSTRUCTION | | | | | | | | | | | | |
| I-40 FORSYTH | | I-4717 | END OF PORTLAND CEMENT CONCRETE (PCC) PAVEMENT TO BEGINNING OF PCC PAVEMENT IN VICINITY OF US 311 INTERCHANGE. RESURFACE. (1.8 MILES) | 1920 | 120 | IMPM | | | | C | 1800 | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | DIVISION DESIGN-LET | | | | | | | | | | | | |
| I-40 FORSYTH | | I-2102 | SR 1101 (HARPER ROAD, EXIT 182). MODIFY INTERCHANGE. | 11054 | 11054 | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | DIVISION PROJECT - UNDER CONSTRUCTION | | | | | | | | | | | | |
| I-40 DAVIE FORSYTH | | I-0911 | WEST OF NC 801 (EXIT 180) TO WEST OF SR 1122. PAVEMENT REHABILITATION AND CONSTRUCT FIFTH AND SIXTH LANES. (COORDINATE WITH I-2102) (7.1 MILES) | 65873 | 27223 | NHS | | | | | | | | | R | 650 | A | |
| | | | | | | IM | | | | | | | | | | | | |
| | | | | | | NHS | | | | | | | | | | | | |
| | | | | | | A WEST OF NC 801 IN DAVIE COUNTY TO SR 1101 (HARPER ROAD) IN FORSYTH COUNTY. B SR 1101 (HARPER ROAD) TO SR 1103 (STYERS FERRY ROAD) - COMPLETE. C SR 1103 (STYERS FERRY ROAD) TO SR 1122 (JONESTOWN ROAD) - COMPLETE. | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | PLANNING/DESIGN IN PROGRESS | | | | | | | | | | | | |
| I-73/74 CONNECTOR FORSYTH GUILFORD | | I-4924 | WINSTON-SALEM BELTWAY NORTH OF KERNERSVILLE TO NC 68 WEST OF GREENSBORO. MULTI-LANE FREEWAY ON NEW LOCATION. | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - FUTURE NORTH CAROLINA TURNPIKE AUTHORITY PROJECT | | | | | | | | | | | | |
| US 52 FUTURE I-74 FORSYTH STOKES SURRY | | I-4404 | NC 65 IN WINSTON-SALEM TO I-74 IN SURRY COUNTY. UPGRADE TO INTERSTATE STANDARDS. (21.3 MILES) | 101200 | | NHS | | | | | | | | | | | | |
| | | | | | | NHS | | | | | | | | | | | | |
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* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING | | | | | | | | | | FISCAL YEARS | | | | | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | SOURCE | | FY 2008 | | FY 2009 | | FY 2010 | | FY 2011 | | FY 2012 | | FY 2013 | | FY 2014 | | FY 2015 | | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| "DELIVERABLE STIP" | | | | | | "DEVELOPMENTAL STIP" | | | | | | | | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 158 FORSYTH GUILFORD | | R-2577* | MULTI-LANES NORTH OF US 421/I-40 BUSINESS IN WINSTON-SALEM TO US 220. WIDEN TO MULTI-LANES. (18.8 MILES) | 105891 | 525 | T | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | | | |
|---|--------------|--|---------------------------------|----------------------------------|---|--------------------|---------|---------|---------|---------|--------------|---------|---------|--------------|--|----------------------|--|--|------------|------|-------|--------|----|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| NEW ROUTE FORSYTH | R-2247* | WINSTON-SALEM NORTHERN BELTWAY, WESTERN SECTION, I-40 TO US 52. FOUR LANE EXPRESSWAY ON NEW LOCATION. (14.8 MILES) | 447225 | 57325 | T | | | | | | | | | | | | | | R | 250 | CA | | |
| | | | | | NHS | | | | | | | | | | | | | | | C | 44800 | CA | |
| | | | | | NHS | | | | | | | | | | | | | | | | R | 5400 | B |
| | | | | | NHS | | | | | | | | | | | | | | | | C | 51200 | B |
| | | | | | NHS | | | | | | | | | | | | | | | | R | 7750 | CB |
| | | | | | NHS | | | | | | | | | | | | | | | | C | 38700 | CB |
| | | | | | T | | | | | | | | | | | | | | | | R | 11000 | D |
| | | | | | T | | | | | | | | | | | | | | | | C | 37700 | D |
| | | | | | T | | | | | | | | | | | | | | | | R | 6200 | EA |
| | | | | | T | | | | | | | | | | | | | | | | C | 32600 | EA |
| | | | | | T | | | | | | | | | | | | | | | | R | 26000 | EB |
| | | | | | T | | | | | | | | | | | | | | | | C | 116800 | EB |
| | | | | | T | | | | | | | | | | | | | | | | C | 11500 | F |
| | | | | | B SOUTH OF I-40 TO NORTH OF US 421. CA INTERCHANGE WITH US 421 AND INTERCHANGE WITH SR 1140 (PEACEHAVEN ROAD). CB NORTH OF US 421 INTERCHANGE TO SR 1314 (ROBINHOOD ROAD). D NORTH OF SR 1314 (MEADOWLARK DRIVE-ROBINHOOD ROAD) TO NC 67. EA NC 67 TO SOUTH OF US 52. EB INTERCHANGE AT US 52. F INTELLIGENT TRANSPORTATION SYSTEMS DEPLOYMENT FOR SEGMENTS BA, BB, CA, CB, D, EA AND EB. | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | PLANNING/DESIGN IN PROGRESS | | | | | | | | | | | | | | | | | | |
| NEW ROUTE FORSYTH | R-2247A | WINSTON-SALEM NORTHERN BELTWAY, US 158 TO I-40. FOUR LANE EXPRESS- WAY ON NEW LOCATION. (1.9 MILES) | 20300 | 900 | NHS | | | | | | | | | | | | | | R | 5000 | | | |
| | | | | | NHS | | | | | | | | | | | | | | | C | 14400 | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | |
| US 311 BYPASS "EAST BELT" FORSYTH GUILFORD RANDOLPH | R-0609 | HIGH POINT, SOUTH OF SR 1920 EAST OF ARCHDALE TO WEST OF HIGH POINT RESERVOIR. FOUR LANES DIVIDED, NEW LOCATION. INTEGRATION OF ITS DEVICES WITH PIEDMONT REGIONAL TRANSPORTATION MANAGEMENT AND HIGH POINT'S TRAFFIC OPERATIONS CENTER. (12.9 MILES) | 307894 | 257344 | NHS | C | 16850 | IA | C | 16850 | IA | C | 16850 | IA | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | EA WEST OF NC 68 (EASTCHESTER DRIVE) TO NC 68 (EASTCHESTER DRIVE) - COMPLETE. G WEST OF HIGH POINT RESERVOIR TO WEST OF NC 68 (EASTCHESTER DRIVE) - COMPLETE. H NC 68 (EASTCHESTER DRIVE) TO US 29-70 - COMPLETE. IA US 29-70 TO I-85 NORTH OF ARCHDALE - UNDER CONSTRUCTION. IB I-85 TO SOUTH OF SR 1920 (TUTTLE ROAD) EAST OF ARCHDALE - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | |
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| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | |
| US 52 (FUTURE I-285) DAVIDSON FORSYTH | R-4750 | I-85 IN DAVIDSON COUNTY TO I-40 IN FORSYTH COUNTY. UPGRADE EXISTING ROADWAY TO INTERSTATE STANDARDS. (23 MILES) | 2525 | | NHS | | | | R | 525 | | | | | | | | | | | | | |
| | | | | | NHS | | | | | | | C | 2000 | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------|---|---------------------------------|----------------------------------|-------------------|--------------------|---------|--|--|---------|-----|---------|---------|--------------|---------|---------|--------------|--|----------------------|---------|---|--|-------|---|------|-----|--|----|-----|--|----|-----|--|----|-----|--|----|-----|--|--|--|---|-------|---|------|--|
| | | | | | | FY 2008 | FY 2009 | | | FY 2010 | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH STOKES | U-5022 | WINSTON-SALEM METROPOLITAN PLANNING ORGANIZATION (WSMPO) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING. | 5826 | | STPDA | | | | | C | 832 | | C | 832 | | C | 832 | | C | 833 | | C | 833 | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS FORSYTH | | | | | | | | | | | | | | | | | | | | U-9999D | WINSTON-SALEM-FORSYTH COUNTY METROPOLITAN PLANNING ORGANIZATION PLANNING (PL) SUPPLEMENT. | 1260 | | STPDA | PE | 140 | | PE | 160 | | PE | 160 | | PE | 160 | | PE | 160 | | | | | | | | |
| NC 66 BROAD STREET FORSYTH | | | | | | | | | | | | | | | | | | | | U-3457 | RURAL HALL-STANLEYVILLE., SR 2170 (WALLASEY ROAD) TO PASO STREET. WIDEN TO THREE-LANES. (1 MILE) | 3550 | | IN PROGRESS | | | | | | | | | | | | | | | | | | | | R | 1600 | |
| | | | | | | | | | | | | | | | | | | | | | | STP | | | | | | | | | | | | | | | | | | | | C | 1950 | | | |
| CLEMMONS FORSYTH | | | | | | | | | | | | | | | | | | | | U-2707 | SR 3000 (IDOLS ROAD), SR 2999 (HAMPTON ROAD) TO US 158. TWO LANE SHOULDER SECTION ON NEW LOCATION. (2.3 MILES) | 13600 | 2300 | STP | | | | | | | | | | | | | | | | | | C | 11300 | | | |
| CLEMMONS FORSYTH | | | | | | | | | | | | | | | | | | | | U-3119 | SR 1103 (LEWISVILLE-CLEMMONS ROAD), SR 1891 (PEACE HAVEN ROAD) TO NORTH OF US 421. WIDEN TO MULTI-LANES AND REPLACE BRIDGE NO. 213 OVER US 421. (2.5 MILES) | 29378 | 22478 | PART COMPLETE | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | STP | | C | 6900 | A | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | A SR 1103 (LEWISVILLE-CLEMMONS ROAD), SR 1891 (PEACE HAVEN ROAD) TO SR 3580 (FOREST OAKS DRIVE). B SR 3580 (FOREST OAKS DRIVE) TO NORTH OF US 421 - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | |
| COLFAX KERNERSVILLE FORSYTH GUILFORD | | | | | | | | | | | | | | | | | | | | U-3617 | SR 2045 (EAST MOUNTAIN STREET-OLD US 421), SR 1005, SR 1008, NC 66 IN KERNERSVILLE (FORSYTH COUNTY) TO SR 2001 (GUILFORD COUNTY). WIDEN TO MULTI-LANES. (2.8 MILES) | 19900 | | SEGMENT A IS DIVISION PROJECT - PLANNING/DESIGN IN PROGRESS | | | | | | | | | | | | | | | | | | | | R | 6000 | |
| | | | | | | | | | | | | | | | | | | | | | | STP | | | | | | | | | | | | | | | | | | | | C | 13900 | | | |
| KERNERSVILLE FORSYTH | | | | | | | | | | | | | | | | | | | | U-4734 | MACY GROVE ROAD EXTENSION, SR 1005 (EAST MOUNTAIN STREET) TO NC 150 (NORTH MAIN STREET). MULTI-LANE FACILITY ON NEW LOCATION. (1.5 MILES) | 10200 | 1200 | STP | | | | | | | | | | | | | | | | | | R | 1000 | | | |
| | | | | | | | | | | | | | | | | | | | | | | STP | | | | | | | | | | | | | | | | | | | | C | 8000 | | | |
| PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: FORSYTH

| COUNTY: | | FORSYTH | | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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COUNTY: FORSYTH

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| WINSTON-SALEM FORSYTH | U-4917 | TRANSPORTATION IMPROVEMENTS FOR PETERS CREEK PARKWAY, FIRST STREET, SECOND STREET AND BROOKSTOWN AVENUE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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COUNTY: FORSYTH

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| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | U-4413 | SR 1646 (BROAD STREET), WACHOVIA STREET TO SECOND STREET. WIDEN STRUCTURE H178 AND IMPROVE APPROACHES. (0.4 MILE) | 8800 | | STP | | | | | | | | | | | | | | | R | 4800 |
| | | | | | STP | | | | | | | | | | | | | | | | C |
| WINSTON-SALEM FORSYTH | U-5020 | WINSTON-SALEM INTERIM SIGNAL SYSTEM IMPROVEMENTS. | 1100 | | STPDA | C | 880 | | | | | | | | | | | | | | |
| | | | | | C | C | 220 | | | | | | | | | | | | | | |
| PLANNING, DESIGN AND CONSTRUCTION BY OTHERS - IN PROGRESS | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM DAVIDSON DAVIE FORSYTH STOKES | U-4742 | INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS WITHIN METROPOLITAN PLANNING ORGANIZATION (MPO) AREA. | 3189 | | STPDA | C | 300 | C | 350 | C | 350 | | | | C | 350 | C | 300 | C | 300 | |
| | | | | | C | C | 75 | C | 88 | C | 88 | | | | C | 88 | C | 75 | C | 75 | C |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | U-2923 | SR 2747 (CLEMMONSVILLE ROAD), SR 3011 (OLD SALISBURY ROAD) TO SOUTH MAIN STREET. WIDEN TO MULTI-LANES. (1.9 MILES) | 9940 | 315 | S | | | | R | 2325 | | | | | | | | | | | |
| | | | | | S | | | | | | | | | | C | 5275 | | | | | |
| | | | | | C | | | | | | | | | | C | 2025 | | | | | |
| PLANNING, DESIGN AND CONSTRUCTION BY CITY OF WINSTON-SALEM | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | U-2826 | US 52, I-40 BYPASS TO PROPOSED WESTERN LOOP INTERCHANGE. WIDEN AND UPGRADE ROADWAY AND INTERCHANGES (12 MILES) | 429143 | 1225 | NHS | R | 600 | A | | | | | | | | | | | | | |
| | | | | | HP | | | | C | 344 | A | | | | | | | | | | |
| | | | | | NHS | | | | C | 6990 | A | C | 7333 | A | | | | | | | |
| | | | | | NHS | | | | M | 328 | | | | | | | | | | | |
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| A REPLACE BRIDGE NO. 256 AND NO. 257 OVER NORFOLK SOUTHERN RAILROAD. B SR 4326 (STADIUM DRIVE) TO US 311 (MARTIN LUTHER KING, JR. DRIVE). | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | U-2729 | SR 1672 (HANES MILL ROAD), MUSEUM DRIVE TO SR 4000 (UNIVERSITY PARKWAY). WIDEN TO MULTI-LANES WITH CURB AND GUTTER. (0.4 MILE) | 6445 | 145 | STP | | | | | | | | | | | | | | | R | 1600 |
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PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | | | | | | FISCAL YEARS | | | | | <u>"DEVELOPMENTAL STIP"</u> | | | | <u>"UNFUNDED"</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | FY 2008 | | FY 2009 | | FY 2010 | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | | U-2827B | US 421, I-40 BYPASS TO WEST OF US 158. PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS. (1.1 MILES) | 49050 | | NHS | | | | | | | | | | | R | 2700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | </ |

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | FISCAL YEARS | | | | | <u>"DEVELOPMENTAL STIP"</u> | <u>"UNFUNDED"</u> |
|--|--------------|---|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|--------------|---------|---------|---------|---------|-----------------------------|-------------------|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | |
| SR 1725 FORSYTH | B-4745 | 20 TH. STREET. REPLACE BRIDGE NO. 32 | 2700 | 100 | FA | | | | | | | R | 100 | | |
| | | | | | FA | | | | | | | | | C | 2500 |
| SR 2264 FORSYTH | B-4746 | NORFOLK AND WESTERN RAILROAD. REPLACE BRIDGE NO. 229 | 3300 | | NFA | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | |
| SR 2377 FORSYTH | B-4970 | SOUTHERN RAILWAY. REPLACE BRIDGE NO. 211 | 2275 | 75 | NFA | | | | | | | | | R | 200 |
| | | | | | NFA | | | | | | | | | C | 2000 |
| SR 2643 FORSYTH | B-4510 | I-40 BUSINESS. REPLACE BRIDGE NO. 36 | 5130 | 300 | FA | | | | | R | 1800 | | | | |
| | | | | | FA | | | | | | U | 130 | | | |
| | | | | | FA | | | | | | | | C | 2900 | |
| SR 2667 FORSYTH | B-4511 | TRIBUTARY OF SALEM CREEK. REPLACE BRIDGE NO. 201 | 738 | 70 | NFA | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | |
| SR 2377 OLD GREENSBORO ROAD FORSYTH | B-4509 | LOWERY MILL CREEK. REPLACE BRIDGE NO. 210 | 730 | 70 | NFA | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | |
| SOUTH GREEN STREET FORSYTH | B-4512 | I-40 BUSINESS. REPLACE BRIDGE NO. 28 | 1200 | 100 | FA | | | | | | | | | | |
| | | | | | FA | | | | | | | | | | |
| TO BE COORDINATED WITH U-2827 | | | | | | | | | | | | | | | |
| MUNICIPAL BRIDGE PROJECTS | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | B-5008 | BROAD STREET. REPLACE BRIDGE NO. 375 SALEM CREEK | 1430 | | NFAM | | | | | | | | R | 104 | |
| | | | | | C | | | | | | | | R | 26 | |
| | | | | | NFAM | | | | | | | | | C | 1040 |
| | | | | | C | | | | | | | | | C | 260 |

* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY/
SYSTEM
COUNTY

ID
NUMBER

LOCATION / DESCRIPTION
(LENGTH)

| TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) |
|---------------------------------|----------------------------------|
|---------------------------------|----------------------------------|

**FUNDING
SOURCE FY 2008**

"DELIVERABLE STIP"

| | FY 2009 | FY 2010 |
|---------------------------|---------|---------|
| 1. Administrative | 100 | 100 |
| 2. Capital | 100 | 100 |
| 3. Construction | 100 | 100 |
| 4. Debt | 100 | 100 |
| 5. General | 100 | 100 |
| 6. Health | 100 | 100 |
| 7. Police | 100 | 100 |
| 8. Public Works | 100 | 100 |
| 9. Public Safety | 100 | 100 |
| 10. Transportation | 100 | 100 |
| 11. Utilities | 100 | 100 |
| 12. Waste | 100 | 100 |
| 13. Water | 100 | 100 |
| 14. Other | 100 | 100 |
| 15. Total | 100 | 100 |

FISCAL YEARS

"DEVELOPMENTAL STIP"

"UNFUNDED"

FUTURE YEARS

MUNICIPAL BRIDGE PROJECTS

| | | | |
|--------------------------|--------|--|-----|
| WINSTON-SALEM FORSYTH | B-5007 | WEST FIRST STREET. REPLACE BRIDGE NO. 296 OVER NORFOLK SOUTHERN RAILWAY. | 770 |
|--------------------------|--------|--|-----|

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|------|--|--|--|--|--|--|--|--|--|
| NFAM | | | | | | | | | |
| C | | | | | | | | | |
| NFAM | | | | | | | | | |
| C | | | | | | | | | |

[illegible]

| | | | |
|--------------------------|--------|--|------|
| WINSTON-SALEM FORSYTH | B-5004 | REYNOLDS PARK ROAD. REPLACE BRIDGE NO. 86 OVER SALEM CREEK AND BRIDGE NO. 87 OVER BUSHY FORK CREEK. | 2200 |
|--------------------------|--------|--|------|

| | | | | | | | |
|------|--|--|---|-----|---|------|--|
| NFAM | | | R | 160 | | | |
| C | | | R | 40 | | | |
| NFAM | | | | | C | 1600 | |
| C | | | | | C | 400 | |

[illegible]

| | | | |
|--------------------------|--------|---|-----|
| WINSTON-SALEM FORSYTH | B-5006 | NOVACK STREET. REPLACE BRIDGE NO. 285 OVER MILL CREEK. | 550 |
|--------------------------|--------|---|-----|

| | | | | | | | | |
|------|--|--|--|--|--|--|--|--|
| NFAM | | | | | | | | |
| C | | | | | | | | |
| NFAM | | | | | | | | |
| C | | | | | | | | |

[illegible]

| | | | |
|--------------------------|--------|---|-----|
| WINSTON-SALEM FORSYTH | B-5005 | SPRAGUE STREET. REPLACE BRIDGE NO. 134 OVER SOUTHERN RAILROAD. | 660 |
|--------------------------|--------|---|-----|

| | | | | | | | | |
|------|--|--|--|--|--|--|---|----|
| NFAM | | | | | | | R | 48 |
| C | | | | | | | R | 12 |
| NFAM | | | | | | | | |
| C | | | | | | | | |

[illegible]

| | | | | |
|---------------|--------|------------------------------------|-----|----|
| WINSTON-SALEM | B-4747 | SWAIM ROAD. REPLACE BRIDGE NO. 83. | 370 | 40 |
| FORSYTH | | | | |

| | | | | | | | |
|------|--|--|--|--|--|--|--|
| NFAM | | | | | | | |
| C | | | | | | | |
| NFAM | | | | | | | |
| C | | | | | | | |

[illegible]

| | | | |
|--------------------------|--------|---|-----|
| WINSTON-SALEM FORSYTH | B-2882 | GLADE STREET OVER PETERS CREEK. REPLACE BRIDGE NO. 387 | 575 |
|--------------------------|--------|---|-----|

| | | | | | | | | |
|------|--|--|--|--|--|--|---|----|
| NFAM | | | | | | | R | 40 |
| C | | | | | | | R | 10 |
| NFAM | | | | | | | | |
| C | | | | | | | | |

[illegible]

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" | | |
|---|--|--------------|---|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|----|---|---|----|--------------|---|----|---------|---------|----------------------|---------|---------|--------------|--|------------|--|--|
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | | | | | | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | |
| MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH ROWAN STOKES | | EE-4909 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 9 PROJECT MITIGATION. | 3723 | 3723 | | | | | | | | | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | | EB-4010 | MUDDY CREEK GREENWAY-WESTERN FORSYTH: ROBINHOOD ROAD TO COUNTRY CLUB ROAD. (3 MILES) | 630 | 400 | STPEB | C | 230 | | | | | | | | | | | | | | | | | | | |
| PART COMPLETE - PART UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | | EB-4983 | SALEM CREEK GREENWAY EXTENSION TRAIL, TERMINUS OF THE EXISTING SALEM LAKE TRAIL AT MARKET- PLACE MALL TO FORSYTH TECHNICAL COMMUNITY COLLEGE AND ALONG PETERS CREEK TO ARDSLEY STREET. | | | | | | | | | | | | | | | | | | | | | | | | |
| SCHEDULED FOR FEASIBILITY STUDY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | | EB-4984 | PIEDMONT GREENWAY TRAIL. PHASE I - TRAIL FROM THE EXISTING SALEM LAKE TRAIL AT LINVILLE ROAD TO EAST FORSYTH HIGH SCHOOL. | | | | | | | | | | | | | | | | | | | | | | | | |
| SCHEDULED FOR FEASIBILITY STUDY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | | EB-4020 | BRUSHY FORK CREEK GREENWAY, PHASE A, B, C: SALEM CREEK GREENWAY TO LANSING DRIVE. PAVED MULTI-USE TRAIL. (4.2 MILES) | 975 | 375 | STPEB | C | 300 | B | | | | | | | | | | | | | | | | | | |
| | | | | | | STPEB | C | 300 | C | | | | | | | | | | | | | | | | | | |
| PHASE A - COMPLETE | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS CASWELL DAVIDSON FORSYTH GUILFORD MONTGOMERY RANDOLPH ROCKINGHAM | | C-4936 | PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION (PART). IMPLEMENT A REGIONAL AIR QUALITY AWARENESS PROGRAM. | 892 | 438 | CMAQ | N | 33 | B | N | 33 | B | N | 33 | B | N | 33 | B | | | | | | | | | |
| | | | | | | L | N | 8 | B | N | 8 | B | N | 8 | B | N | 8 | B | | | | | | | | | |
| | | | | | | CMAQ | N | 50 | C | | | | | | | | | | | | | | | | | | |
| | | | | | | L | N | 12 | C | | | | | | | | | | | | | | | | | | |
| | | | | | | CMAQ | N | 30 | D | N | 30 | D | N | 30 | D | N | 30 | D | | | | | | | | | |
| | | | | | | L | N | 8 | D | N | 8 | D | N | 7 | D | N | 7 | D | | | | | | | | | |
| A GREENSBORO AREA. B HIGH POINT AREA. C WINSTON-SALEM AREA. D. PIEDMONT TRIAD RURAL PLANNING ORGANIZATION AREA. IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | | | | |
|---------------------------------|--------------|--|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---------|---------|--------------|---------|---------|--------------|--|----------------------|--|--|------------|--|--|--|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | |
| CLEMMONS FORSYTH | C-4977 | MIDDLEBROOK DRIVE, US 158 (CLEMMONS ROAD) TO AMBERLY LANE. CONSTRUCT SIDEWALK. | 166 | | CMAQ | C | 133 | | | | | | | | | | | | | | | | | |
| | | | | | L | C | 33 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| RURAL HALL FORSYTH | C-4978 | BETHANIA-RURAL HALL ROAD, JACKSON STREET TO NORTHRIDGE PARK DRIVE. CONSTRUCT SIDEWALK. | 135 | | CMAQ | C | 108 | | | | | | | | | | | | | | | | | |
| | | | | | L | C | 27 | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | C-4981 | INSTALL INTELLIGENT TRANSPORTATIO SYSTEM (ITS) DEVICES AT SELECTED LOCATIONS. | 750 | | CMAQ | | | | C | 200 | A | | | | | | | | | | | | | |
| | | | | | L | | | | C | 50 | A | | | | | | | | | | | | | |
| | | | | | CMAQ | | | | C | 200 | B | | | | | | | | | | | | | |
| | | | | | L | | | | C | 50 | B | | | | | | | | | | | | | |
| | | | | | CMAQ | | | | C | 100 | C | | | | | | | | | | | | | |
| | | | | | L | | | | C | 25 | C | | | | | | | | | | | | | |
| | | | | | CMAQ | | | | C | 100 | D | | | | | | | | | | | | | |
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* INDICATES INTRASTATE PROJECT

COUNTY: FORSYTH

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | | FISCAL YEARS | | | | | <u>"DEVELOPMENTAL STIP"</u> | | <u>"UNFUNDED"</u> | |
|--|--------------|---|---------------------------------|----------------------------------|-------------------|--|---------|---------|---------|--------------|---------|---------|---------|--------------|-----------------------------|---|-------------------|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | |
| HAZARD ELIMINATION PROJECTS | | | | | | | | | | | | | | | | | | |
| I-40 DAVIE FORSYTH GUILFORD | W-4824 | INSTALL SHOULDER RUMBLE STRIPS. | 195 | 195 | | | | | | | | | | | | | | |
| | | | | | A | IREDELL COUNTY LINE TO EASTWARD TO MILEPOST 175 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | B | WEST OF NC 801 EASTWARD TO EAST OF SR 1101 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | C | WEST OF SR 1120-1122 EASTWARD TO WEST OF US 158 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | D | EAST OF US 52 EASTWARD TO NEAR US 311 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | E | US 311, I-40 SOUTHWARD TO SR 1979 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | F | SR 1979, US 311 TO THE BRIDGE OVER OAK HOLLOW LAKE - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| US 421 FORSYTH GUILFORD | W-4823 | INSTALL SHOULDER RUMBLE STRIPS. | 270 | 270 | | | | | | | | | | | | | | |
| | | | | | A | YADKIN COUNTY LINE SOUTHWARD TO NEAR SR 1171 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | B | NEAR SR 1171 SOUTHWARD TO NEAR SR 1891 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | C | NEAR SR 1891 SOUTHWARD TO NORTH OF US 158 (STRATFORD ROAD) - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | D | US 421/I-40 BUSINESS, NORTHBOUND LANE SOUTH OF US 52 SOUTHWARD TO SOUTH OF US 52 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| | | | | | E | US 421/I-40 BUSINESS, SOUTH OF US 52 TO I-40 - UNDER CONSTRUCTION. | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | |
| COUNTYWISE FORSYTH | TJ-4933 | PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS. | 232 | | OAWF | O | 29 | O | 29 | O | 29 | O | 29 | O | 29 | O | 29 | |
| COUNTYWISE FORSYTH | TL-4933 | PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED. | 1008 | | EDTAP | O | 126 | O | 126 | O | 126 | O | 126 | O | 126 | O | 126 | |
| PIEDMONT AUTHORIT FOR REGIONAL TRANSPORTATION FORSYTH | C-4976 | UNION CROSS ROAD REGIONAL TRANSIT SERVICE EXPANSION. CMAQ FUNDS TO BE TRANSFERRED TO FTA. | 500 | 250 | CMAQ | O | 200 | | | | | | | | | | | |
| | | | | | L | O | 50 | | | | | | | | | | | |
| PIEDMONT AUTHORIT FOR REGIONAL TRANSPORTATION FORSYTH GUILFORD | TA-4991 | EXPANSION BUSES. | 7400 | | FEDU | | | | CP | 5920 | | | | | | | | |
| | | | | | L | | | | CP | 740 | | | | | | | | |
| | | | | | STAT | | | | CP | 740 | | | | | | | | |
| UNFUNDED PROJECT. | | | | | | | | | | | | | | | | | | |

COUNTY: FORSYTH

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

[illegible]

PUBLIC TRANSPORTATION PROJECTS

[illegible]

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| PIEDMONT AUTHORIT TE-4708 FOR REGIONAL TRANSPORTATION FORSYTH GUILFORD | EAST-WEST LOCALLY PREFERRED ALTERNATIVE SELECTION CORRIDOR I. PRELIMINARY ENGINEERING AND DESIGN FY 2009 -2013. LAND ACQUISITION AND PROJECT MANAGEMENT FY 2014 - 2016 VEHICLE PURCHASES POST YEAR. |
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UNFUNDED PROJECT

| | | | | | | | | | |
|------|--|--|--|----|------|--|----|------|--|
| FED | | | | CP | 2000 | | CP | 2000 | |
| L | | | | CP | 125 | | CP | 125 | |
| STAT | | | | CP | 125 | | CP | 125 | |

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|--|--|--|---------|---------|---------|----------|--|----------|--|
| | | | CP 2000 | CP 2000 | CP 4000 | CP 76000 | | CP 76000 | |
| | | | CP 125 | CP 125 | CP 2000 | CP 38000 | | CP 38000 | |
| | | | CP 125 | CP 125 | CP 2000 | CP 38000 | | CP 38000 | |

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| WINSTON-SALEM | TA-4931 | REPLACEMENT BUSES. |
| FORSYTH | | 18 - FY 2011 |
| | | 6 - FY 2012 |
| | | 6 - FY 2013 |

UNFUNDED PROJECT

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| FED | | | | | | | | |
| L | | | | | | | | |
| STAT | | | | | | | | |

[illegible]

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| WINSTON-SALEM FORSYTH | TA-4795A REPLACEMENT SMALL BUSES. 7 - FY 2008 2 - FY 2009 8 - FY 2010 |
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UNFUNDED PROJECT

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|-----|----|-----|----|-----|----|-----|
| FUZ | CP | 512 | CP | 146 | CP | 592 |
| L | CP | 128 | CP | 37 | CP | 148 |

[illegible]

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| WINSTON-SALEM FORSYTH | TA-4795B REPLACEMENT SMALL BUSES. 7 - FY 2014 |
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| FEDU | | | |
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| L | | | | | | | |
| STAT | | | | | | | |

[illegible]

WINSTON-SALEM TG-4804 PREVENTIVE MAINTENANCE.
FORSYTH

UNFUNDED PROJECT

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|------|----|------|----|------|----|------|
| FUZ | CP | 1656 | CP | 1656 | CP | 1656 |
| L | CP | 4434 | CP | 4434 | CP | 4434 |
| SMAP | CP | 1743 | CP | 1743 | CP | 1743 |

| | | | | | | | |
|---------|---------|---------|---------|---------|--|--|--|
| CP 1656 | CP 1656 | CP 1656 | CP 1656 | CP 1656 | | | |
| CP 4434 | CP 4434 | CP 4434 | CP 4434 | CP 4434 | | | |
| CP 1743 | CP 1743 | CP 1743 | CP 1743 | CP 1743 | | | |

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| WINSTON-SALEM FORSYTH | TG-4805 | ROUTINE CAPITAL ITEM-- SUPPORT VEHICLE, SPARE PARTS, PASSENGER AMENITIES, AND BUILDING MAINTENANCE. |
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| FU7 | CP | 992 |
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| L | CP | 248 | CP | 248 | CP | 248 |
|---|----|-----|----|-----|----|-----|

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| CP | 992 | CP | 992 | CP | 992 | CP | 992 | CP | 992 | | | |
| CP | 248 | CP | 248 | CP | 248 | CP | 248 | CP | 248 | | | |

COUNTY: FORSYTH

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING | | <u>"DELIVERABLE STIP"</u> | | | | FISCAL YEARS | | | | | | <u>"DEVELOPMENTAL STIP"</u> | | | | <u>"UNFUNDED"</u> | | | | | | | | | | | | | | | |
|--|--------------|--|---------------------------------|----------------------------------|---------|---------|---------------------------|-----|---------|----|--------------|---------|---------|---------|---------|--------------|-----------------------------|-----|--|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | SOURCE | FY 2008 | FY 2009 | | FY 2010 | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | |
| <u>PUBLIC TRANSPORTATION PROJECTS</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM FORSYTH | TT-4914 | MOBILITY MANAGER PROJECT -- PHASE IV. | 1800 | | | FED | CP | 240 | | CP | 240 | | CP | 240 | | | CP | 240 | | | | | | | | | | | | | | | | | | |
| | | | | | | L | CP | 30 | | CP | 30 | | CP | 30 | | | CP | 30 | | | | | | | | | | | | | | | | | | |
| | | | | | | STAT | CP | 30 | | CP | 30 | | CP | 30 | | | CP | 30 | | | | | | | | | | | | | | | | | | |
| UNFUNDED PROJECT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | | | | | | | | | | FISCAL YEARS | | | | | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--|--------------|--|---------------------------------|----------------------------------|---|----|-------|----|-------|----|-----|--------|-----|----|----------------------|----|-----|----|-----|---|-----|----|-----|----|---------|----|-----|----|------|---------|--|--|--|--|---------|--|--|--|--|---------|--|--|--|--|---------|--|--|--|--|--------------|--|--|--|--|
| | | | | | | "DELIVERABLE STIP" | | | | | | | | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | FY 2008 | | | | | | | | | | FY 2009 | | | | | FY 2010 | | | | | FY 2011 | | | | | FY 2012 | | | | | FY 2013 | | | | | FY 2014 | | | | | FY 2015 | | | | | FUTURE YEARS | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 ROWAN | | I-4718 | CABARRUS COUNTY LINE TO NC 152. REPAIR PAVEMENT AND OVERLAY. (5 MILES) | 9298 | 4963 | IMPM | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 377 | CG | 1319 | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | UNDER CONSTRUCTION - GARVEE BOND FUNDING \$3.4 MILLION; PAYBACK FY 2007 - FY 2018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 DAVIDSON ROWAN | | I-2304 | NORTH OF SR 2120 (EXIT 81) IN ROWAN COUNTY TO US 29-52-70/I-85 BUSINESS (EXIT 87). ADDITIONAL LANES AND BRIDGE RECONSTRUCTION. (PROJECT INCLUDES B-3833) (6.8 MILES) | 346066 | 11066 | O | | | R | 5000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | O | | | C | 23100 | | C | 105600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | PLANNING/DESIGN IN PROGRESS - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT - INCLUDES B-3833 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 ROWAN | | I-2511 | US 29-601 CONNECTOR (EXIT 68) TO NORTH OF SR 2120 (EXIT 81). REHABILITATE BRIDGES AND WIDEN TO EIGHT LANES. (COORDINATE WITH R-2903) (13.2 MILES) | 324163 | 300999 | IM | C | 13898 | CB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NHS | C | 9266 | CB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | A CABARRUS-ROWAN COUNTY LINE TO US 29-601 CONNECTOR - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BA SOUTH OF US 29-601 CONNECTOR TO NORTH OF SR 1500 (WEBB ROAD) - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BB NORTH OF SR 1500 (WEBB ROAD) TO NORTH OF SR 2528 (JULIAN ROAD) - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | BC SERVICE ROAD CONNECTOR, SR 2528 TO SR 2578 - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | CA SOUTH OF US 601 TO NORTH OF SR 1002 (BRINGLE FERRY ROAD) NEAR EAST SPENCER - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | CB NORTH OF SR 1002 (BRINGLE FERRY ROAD) TO NORTH OF SR 2120 (LONG FERRY ROAD) NEAR SPENCER - UNDER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | D US 29-601 AT CHINA GROVE TO TOWN CREEK - COMPLETE. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85/US 601 ROWAN | | I-3610 | US 29 AND NC 152 (EXIT 68). INTERCHANGE REVISION. | 8000 | | NHS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NHS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | TO BE COORDINATED WITH I-3802 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 ROWAN | | I-3804 | SR 1221 (OLD BEATTY FORD ROAD). CONSTRUCT AN INTERCHANGE. | 9050 | | IM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | IM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | TO BE COORDINATED WITH I-3802 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| I-85 CABARRUS ROWAN | | I-3802 | NC 73 IN CABARRUS COUNTY TO US 29-601 CONNECTOR IN ROWAN COUNTY. ADD ADDITIONAL LANES. (13.6 MILES) | 126300 | 3000 | NHS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | IM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | NHS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | PLANNING/DESIGN IN PROGRESS - TO BE COORDINATED WITH I-3804 AND I-3610 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | FISCAL YEARS | | | | | <u>"DEVELOPMENTAL STIP"</u> | | <u>"UNFUNDED"</u> | |
|--------------------------------------|--------------|--|---------------------------------|----------------------------------|-------------------|--|---------|---------|--------------|---------|---------|---------|---------|-----------------------------|--|-------------------|---------|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | |
| US 52 CABARRUS ROWAN STANLY | R-2903 | MULTI-LANES SOUTH OF NC 49 AT RICHFIELD TO I-85 NORTH OF SALISBURY FOUR LANES DIVIDED ON NEW LOCATION (COORDINATE WITH I-2511) (19.2 MILES) | 108788 | 1738 | NHS | | | | | | | | | | | | R 10100 |
| | | | | | NHS | | | | | | | | | | | | C 96950 |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | |
| US 70 IREDELL ROWAN | R-2911 | SR 2318 IN STATESVILLE TO US 601 IN SALISBURY. WIDEN TO MULTI-LANES, PART ON NEW LOCATION. (19.7 MILES) | 137245 | 117044 | STP | C | 6734 | B | C | 6734 | B | C | 6733 | B | | | |
| | | | | | A | SR 2318 (SHILOH CHURCH ROAD) NEAR STATESVILLE TO THE ROWAN COUNTY LINE - UNDER CONSTRUCTION. | | | | | | | | | | | |
| | | | | | B | IREDELL COUNTY LINE TO SR 1001 (OLD AMITY HILL ROAD) - RIGHT OF WAY IN PROGRESS. | | | | | | | | | | | |
| | | | | | C | SR 1001 (OLD AMITY HILL ROAD) TO SR 1739 (HILDERBRAND ROAD) - UNDER CONSTRUCTION. | | | | | | | | | | | |
| | | | | | D | SR 1739 (HILDEBRAND ROAD) TO SR 1953 (KEPLEY ROAD) - UNDER CONSTRUCTION. | | | | | | | | | | | |
| | | | | | E | SR 1953 (KEPLEY ROAD) TO US 601 IN SALISBURY - COMPLETE. | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | |
| NC 152 ROWAN | R-4062 | I-85/US 601 INTERCHANGE TO RELOCATE US 52 (R-2903) NEAR ROCKWELL. UPGRADE FACILITY. (9.2 MILES) | 19680 | | STP | | | | | | | | | | | | R 9530 |
| | | | | | STP | | | | | | | | | | | | C 10150 |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | |
| LANDIS ROWAN | U-4416 | CONSTRUCT GRADE SEPARATION AT RICE STREET OVER PIEDMONT HIGH SPEED RAIL CORRIDOR. | 6970 | | STP | | | | | | | | | | | | R 2670 |
| | | | | | STP | | | | | | | | | | | | C 4300 |
| SALISBURY ROWAN | U-3623 | NC 150, SR 1516 TO WEST OF GRANTS CREEK. WIDEN TO MULTI-LANES. (3 MILES) | 11000 | | STP | | | | | | | | | | | | R 900 |
| | | | | | STP | | | | | | | | | | | | C 10100 |
| SALISBURY ROWAN | U-3460 | SR 1002 (BRINGLE FERRY ROAD)-US 29-7I (MAIN STREET). WIDEN TO MULTI-LANES GRADE SEPARATION OVER NORTH CAROLINA AND NORFOLK SOUTHERN RAILROADS AND AN ACCESS ROAD TO LONG STREET. (0.8 MILE) | 17000 | | STP | | | | | | | | | | | | R 2600 |
| | | | | | STP | | | | | | | | | | | | C 14400 |
| SALISBURY ROWAN | U-3821 | JAKE ALEXANDER BOULEVARD AT HARRISON ROAD TO PEACH ORCHARD ROAD AT I-85. TWO LANES ON MULTI- LANE RIGHT OF WAY, NEW LOCATION. (7.7 MILES) | 14500 | | STP | | | | | | | | | | | | R 800 |
| | | | | | STP | | | | | | | | | | | | C 13700 |
| SALISBURY ROWAN | U-3459 | SR 2541 (KLUMAC ROAD), CONSTRUCT A GRADE SEPARATION WITH THE NORTH CAROLINA RAILROAD. (0.4 MILE) | 11550 | 400 | RR | | | | | | | | | | | | R 1850 |
| | | | | | RR | | | | | | | | | | | | C 9300 |

* INDICATES INTRASTATE PROJECT

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | FISCAL YEARS | | | | | "UNFUNDED" | | | |
|---------------------------------|--------------|---|---------------------------------|----------------------------------|-------------------------------|--------------------|---------|---------|---------|--------------|---------|---------|---------|--------------|------------|--|--------|--------------|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | |
| SPENCER ROWAN | U-3822 | SR 2120 (LONG FERRY ROAD), GRADE SEPARATION AT SOUTHERN RAILWAY. | 7800 | | STP | | | | | | | | | | | | R C | 2100 5700 |
| FEASIBILITY STUDIES | | | | | | | | | | | | | | | | | | |
| LANDIS ROWAN | FS-0309A | EXTENSION OF SR 1211 (KIMBALL ROAD), SR 2739 (MAIN STREET) TO SR 1221 (BOSTIAN ROAD). CONSTRUCT CONNECTOR ON NEW LOCATION. (0.7 MILE) | | | FEASIBILITY STUDY IN PROGRESS | | | | | | | | | | | | | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | |
| NC 801 DAVIE ROWAN | B-4256 | SOUTH YADKIN RIVER. REPLACE BRIDGE NO. 80 | 3727 | 3727 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | |
| NC 801 ROWAN | B-4255 | WITHROW CREEK. REPLACE BRIDGE NO. 28 | 2240 | 2240 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | |
| SR 1003 ROWAN | B-4627 | THIRD CREEK. REPLACE BRIDGE NO. 26 | 2340 | 250 | NFA | | | | R | 90 | | | | | | | | |
| | | | | | NFA | | | | | | C | 2000 | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| SR 1004 ROWAN | B-4808 | SOUTH SECOND CREEK. REPLACE BRIDGE NO. 141 | 3050 | 300 | NFA | | | | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| SR 1004 ROWAN | B-4257 | CHURCH CREEK. REPLACE BRIDGE NO. 143 | 970 | 200 | FA | | | | | | R | 70 | | | | | | |
| | | | | | FA | | | | | | | | | | | | | |
| | | | | | | | | | | | | C 700 | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| SR 1308 ROWAN | B-4809 | LAKE FISHER. REPLACE BRIDGE NO. 221 | 2275 | 75 | NFA | | | | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | | | | |
| | | | | | | | | | | | | R 200 | | | | | | |
| | | | | | | | | C | 2000 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| SR 1547 ROWAN | B-4810 | BACK CREEK. REPLACE BRIDGE NO. 12 | 900 | 75 | NFA | | | | | | | | | | | | | |
| | | | | | NFA | | | | | | | | | | | | | |
| | | | | | | | | | | | | R 75 | | | | | | |
| | | | | | | | | C | 750 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| SR 1759 ROWAN | B-4628 | BACK CREEK. REPLACE BRIDGE NO. 6 | 700 | 150 | NFA | | | | | | | | | | | | R C | 50 500 |
| | | | | | NFA | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | | | "UNFUNDED" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | FY 2008 | FY 2009 | FY 2010 | | | | | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 1949 ROWAN | B-3234 | CREEK. REPLACE BRIDGE NO. 78. | 815 | 135 | NFA | R | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | "UNFUNDED" | |
|--|--------------|--|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---------|--------------|---------|---------|---------|--------------|----------------------|--|------------|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | |
| MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH ROWAN STOKES | EE-4909 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 9 PROJECT MITIGATION. | 3723 | 3723 | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE ANSON DAVIDSON MONTGOMERY RANDOLPH RICHMOND ROWAN STANLY | EB-3410 | UWHARRIE LAKES REGION BICYCLE ROUTE MAPPING AND SIGNING. | 94 | 94 | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE ROWAN | EB-3132 | BICYCLE ROUTE MAPPING AND SIGNING. | 30 | 30 | | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | |
| KANNAPOLIS ROWAN | EB-4985 | 8TH STREET GREENWAY: PHASE 1 AND PHASE 2. (0.6 MILE) | 475 | | STPEB | C | 475 | | | | | | | | | | | |
| SALISBURY ROWAN | EB-4713 | KELSEY-SCOTT PARK, CATAWBA COLLEGE GREENWAY CONNECTOR. (0.7 MILE) | 400 | | STPEB | C | 400 | | | | | | | | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | |
| VARIOUS ROWAN | C-4904 | ROWAN COUNTY, ELECTRIFICATION OF FIFTY SPACES AT DERRICK TRUCK STOP | 500 | | CMAQ | C | 400 | | | | | | | | | | | |
| | | | | | O | C | 100 | | | | | | | | | | | |
| CATAWBA COLLEGE ROWAN | C-4911 | EXPANSION OF AIR QUALITY OUTREACH PROGRAM TO REDUCE OZONE AIR POLLUTION. | 1224 | | CMAQ | | | | N | 238 | | N | 238 | | | | | |
| | | | | | L | | | | N | 68 | | N | 68 | | | | | |

COUNTY: ROWAN

COUNTY: ROWAN

ROUTE/CITY/
SYSTEM
COUNTY

ID
NUMBER

LOCATION / DESCRIPTION
(LENGTH)

TOTAL
PROJ
COST
(THOU)

PRIOR
YEARS
COST
(THOU)

FUNDING
SOURCE

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

"DELIVERABLE STIP"

FY 2008

FY 2009

FY 2010

FISCAL YEARS

"DEVELOPMENTAL STIP"

FY 2011

FY 2012

FY 2013

FY 2014

FY 2015

FUTURE YEARS

"UNFUNDED"

CONGESTION MITIGATION PROJECTS

CHINA GROVE
ROWAN

C-4910

CONSTRUCT SIDEWALKS AT SELECTED LOCATIONS.

633

CMAQ

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CMAQ

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CMAQ

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CMAQ

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CMAQ

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CMAQ

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CMAQ

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CMAQ

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G

EAST CENTERVIEW, BLACKWELDER, CHAPEL AND KELLER STREETS.

PARK, ELIZABETH AND CLINTON STREETS.

BOSTIAN STREET.

STOKES AND HIGHLAND RIDGE STREETS.

WEST VANCE, MITCHELL, WILSON AND LAUREL STREETS.

KIRK STREET.

EAST LIBERTY, KLONDALE AND EAST WASHINGTON STREETS.

KANNAPOLIS
ROWAN

C-4916

CONSTRUCT SIDEWALKS AT SELECTED LOCATIONS.

804

CMAQ

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CMAQ

L

CMAQ

L

C

C

C

C

C

211

53

200

50

232

58

A

A

B

B

C

C

DALE EARNHARDT BOULEVARD, HUDSON STREET TO SOUTH CANNON BOULEVARD.

FISHER STREET.

WINDSOR AVENUE, AROUND SHADY BROOK SCHOOL.

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | "UNFUNDED" | | |
|--|--------------|---|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|--------------|---------|---------|---------|---------|----------------------|---|------------|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | |
| CONGESTION MITIGATION PROJECTS | | | | | | | | | | | | | | | | | | |
| SALISBURY ROWAN | C-4908 | CONSTRUCT SIDEWALKS AT SELECTED LOCATIONS. | 742 | | | CMAQ | | | | | | C | 26 | A | | | | |
| | | | | | | L | | | | | | | C | 7 | A | | | |
| | | | | | | CMAQ | | | | | | | C | 60 | B | | | |
| | | | | | | L | | | | | | | C | 15 | B | | | |
| | | | | | | CMAQ | | | | | | | C | 63 | C | | | |
| | | | | | | L | | | | | | | C | 16 | C | | | |
| | | | | | | CMAQ | | | | | | | C | 14 | D | | | |
| | | | | | | L | | | | | | | C | 4 | D | | | |
| | | | | | | CMAQ | | | | | | | C | 106 | E | | | |
| | | | | | | L | | | | | | | C | 27 | E | | | |
| | | | | | | CMAQ | | | | | | | C | 80 | F | | | |
| | | | | | | L | | | | | | | C | 20 | F | | | |
| | | | | | | CMAQ | | | | | | | C | 176 | G | | | |
| | | | | | | L | | | | | | | C | 44 | G | | | |
| | | | | | | CMAQ | | | | | | | C | 67 | H | | | |
| | | | | | | L | | | | | | | C | 17 | H | | | |
| A HORAH STREET, BRENNER AVENUE TO PARTEE STREET. | | | | | | | | | | | | | | | | | | |
| B SPORTS COMPLEX, RYAN STREET TO CELEBRATION DRIVE AND SOUTH BOUNDARY STREET, HILLBORO STREET TO HILLS STREET. | | | | | | | | | | | | | | | | | | |
| C SALISBURY HIGH SCHOOL. ON VARIOUS STREETS AROUND HIGH SCHOOL. | | | | | | | | | | | | | | | | | | |
| D ARLINGTON AVENUE, ARLINGTON AVENUE TO WALMART PARKING LOT. | | | | | | | | | | | | | | | | | | |
| E BRINGLE FERRY ROAD, LONG STREET TO NEWSOME ROAD. | | | | | | | | | | | | | | | | | | |
| F NEWSOME ROAD, BRINGLE FERRY ROAD TO STOKES FERRY ROAD. | | | | | | | | | | | | | | | | | | |
| G JAKE ALEXANDER BOULEVARD WEST AND STATESVILLE BOULEVARD. | | | | | | | | | | | | | | | | | | |
| H MAIN STREET, "D" AVENUE TO SUNSET DRIVE. | | | | | | | | | | | | | | | | | | |
| SALISBURY ROWAN | C-4907 | TRAFFIC SIGNAL SYSTEM. IMPROVE OPERATION AND UPGRADE EQUIPMENT. | 392 | | | CMAQ | | | | | | | | | C | 314 | | |
| | | | | | | L | | | | | | | | | C | 78 | | |
| SALISBURY ROWAN | C-4909 | STATESVILLE BOULEVARD, JAKE ALEXANDER BOULEVARD WEST TO WEST INNES STREET.CONSTRUCT SIDEWALK. | 242 | | | CMAQ | | | | | | | | | C | 194 | | |
| | | | | | | L | | | | | | | | | C | 48 | | |
| ENHANCEMENT PROJECTS | | | | | | | | | | | | | | | | | | |
| KANNAPOLIS ROWAN | E-4792 | CONSTRUCT A TEN-FOOT GREENWAY AND PEDESTRIAN WALKWAY LINKING BAKER'S CREEK PARK TO THE CENTRAL BUSINESS DISTRICT (CBD). | 72 | 5 | | STPE | C | 54 | | | | | | | | | | |
| | | | | | | O | C | 13 | | | | | | | | | | |
| SALISBURY ROWAN | E-4949 | PHASE I: 100 AND 200 BLOCKS OF EAST FISHER STREET AND 100 BLOCK OF SOUTH LEE STREET. STREETSCAPING. | 485 | 485 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| UNDER CONSTRUCTION | | | | | | | | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: ROWAN

COUNTY:

ROWAN

ROUTE/CITY/
SYSTEM
COUNTY

ID
NUMBER

LOCATION / DESCRIPTION
(LENGTH)

TOTAL
PROJ
COST
(THOU)

PRIOR
YEARS
COST
(THOU)

FUNDING
SOURCE

FY 2008

"DELIVERABLE STIP"

FY 2009

FY 2010

FISCAL YEARS

FY 2011

FY 2012

FY 2013

FY 2014

FY 2015

"UNFUNDED"
FUTURE YEARS

ENHANCEMENT PROJECTS

SALISBURY
ROWAN

E-3822

NORTH CAROLINA TRANSPORTATION
MUSEUM BACK SHOP PROJECT AND
RAIL TRACK REPLACEMENT.

6551

6551

* INDICATES INTRASTATE PROJECT

COUNTY: ROWAN

COUNTY: ROWAN

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK | | | | | | | | | | | | | | | | |
|---------------------------------------|---------|---|------------------------------------|---------------------------------|----------------------------------|--|---------------------------|---------|---------|--------------|--------------|--|--|--|--|--|--|--|--|--|-------------------|--|
| | | | | | | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | | FISCAL YEARS | | | | | | | | | | <u>"UNFUNDED"</u> | |
| FY 2008 | FY 2009 | FY 2010 | | FY 2011 | FY 2012 | | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | | | | |
| PASSENGER RAIL PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| SPENCER ROWAN | P-4902 | RAIL TRACK REPLACEMENT AND CONSTRUCTION | 606 | 202 | HP | R | 4 | R | 4 | | | | | | | | | | | | | |
| | | | | | O | R | 1 | R | 1 | | | | | | | | | | | | | |
| | | | | | HP | C | 158 | C | 158 | | | | | | | | | | | | | |
| | | | | | O | C | 39 | C | 39 | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE ROWAN | C-4905 | EXPRESS ROUTE BETWEEN KANNAPOLIS AND SALISBURY. | 450 | | CMAQ | O | 120 | O | 120 | O | 120 | | | | | | | | | | | |
| | | | | | L | O | 30 | O | 30 | O | 30 | | | | | | | | | | | |
| COUNTYWIDE ROWAN | C-4906 | PROVIDE FREE TRANSIT SERVICE AND MARKETING DURING CODE RED AND ORANGE OZONE DAYS. | 46 | 15 | CMAQ | O | 12 | O | 13 | | | | | | | | | | | | | |
| | | | | | L | O | 3 | O | 3 | | | | | | | | | | | | | |
| IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE ROWAN | TJ-4979 | PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS. | 88 | | OAWF | O | 11 | O | 11 | O | 11 | | | | | | | | | | | |
| COUNTYWIDE ROWAN | TL-4979 | PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED. | 616 | | EDTAP | O | 77 | O | 77 | O | 77 | | | | | | | | | | | |
| COUNTYWIDE ROWAN | TR-4979 | PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC. | 600 | | RGP | O | 75 | O | 75 | O | 75 | | | | | | | | | | | |
| SALISBURY ROWAN | TO-4772 | OPERATING ASSISTANCE TO AREAS LESS THAN 50,000 POPULATION. LOCAL INCLUDES STATE SHARE. | 3366 | | FNU | O | 121 | O | 121 | O | 121 | | | | | | | | | | | |
| | | | | | L | O | 220 | O | 220 | O | 220 | | | | | | | | | | | |
| | | | | | SMAP | O | 220 | O | 220 | O | 220 | | | | | | | | | | | |

* INDICATES INTRASTATE PROJECT

COUNTY: STOKES

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | "DELIVERABLE STIP" | | | | | | | | FISCAL YEARS | | | | | "DEVELOPMENTAL STIP" | | | "UNFUNDED" | | |
|---|--|--------------|---|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|------|--|---|------|--------------|---------|---------|---------|---------|----------------------|--|---|------------|---|-------|
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | | | | | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | |
| INTERSTATE PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 52 | | I-4404 | NC 65 IN WINSTON-SALEM TO I-74 IN SURRY COUNTY. UPGRADE TO INTERSTATE STANDARDS. (21.3 MILES) | 101200 | | NHS | | | | | | | | | | | | | | | | R | 4000 | | |
| FUTURE I-74 | | | | | | NHS | | | | | | | | | | | | | | | | | | C | 97200 |
| FORSYTH | | | | | | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | | | | | | | | | | | | | | | | | | | | | | |
| SURRY | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | | | | | | | | | | |
| RURAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| NC 8 | | R-3801 | NC 65 AT GERMANTOWN TO THE VIRGINIA STATE LINE. UPGRADE TWO LANE FACILITY. (25 MILES) | 49100 | | STP | | | | | | | | | | | | | | | | R | 5300 | | |
| STOKES | | | | | | STP | | | | | | | | | | | | | | | | | | C | 43800 |
| SR 1611-SR 1112 | | R-2201 | KING-TOBACCOVILLE ROAD (MAIN STREET). RJR ENTRANCE TO SR 1115 (KIRBY ROAD). WIDEN TO MULTI-LANES. INTERSECTION IMPROVEMENTS AT SR 1105 (MEADOWBROOK ROAD). (1.7 MILES) | 20545 | 7800 | STPDA | M | 36 | | | | | | | | | | | | | | | | | |
| FORSYTH | | | | | | S(M) | M | 9 | | | | | | | | | | | | | | | | | |
| STOKES | | | | | | STPDA | | | | C | 3387 | | C | 3386 | | | | | | | | | | | |
| | | | | | | S(M) | | | | C | 847 | | C | 847 | | | | | | | | | | | |
| DIVISION PROJECT - RIGHT OF WAY IN PROGRESS | | | | | | | | | | | | | | | | | | | | | | | | | |
| NEW ROUTE | | R-3823 | US 52 TO US 311. TWO LANES UTILIZING EXISTING SECONDARY ROADS WHERE POSSIBLE, SOME NEW LOCATION. (15 MILES) | 65100 | | STP | | | | | | | | | | | | | | | | R | 7900 | | |
| STOKES | | | | | | STP | | | | | | | | | | | | | | | | | | C | 57200 |
| URBAN PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | |
| VARIOUS | | U-5022 | WINSTON-SALEM METROPOLITAN PLANNING ORGANIZATION (WSMPO) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING. | 5826 | | STPDA | | | | C | 832 | | C | 832 | | C | 832 | | C | 833 | | C | 833 | | |
| DAVIDSON | | | | | | | | | | | | | | | | | | | | | | | | | |
| DAVIE | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORSYTH | | | | | | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM | | U-4742 | INTERSECTION IMPROVEMENTS AT VARIOUS LOCATIONS WITHIN METROPOLITAN PLANNING ORGANIZATION (MPO) AREA. | 3189 | | STPDA | C | 300 | | C | 350 | | C | 350 | | C | 300 | | C | 300 | | C | 300 | | |
| DAVIDSON | | | | | | C | C | 75 | | C | 88 | | C | 88 | | C | 88 | | C | 75 | | C | 75 | | C |
| DAVIE | | | | | | | | | | | | | | | | | | | | | | | | | |
| FORSYTH | | | | | | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | | | | | | | | | | | | | | | | | | | | | | |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS | | | | | | | | | | | | | | | | | | | | | | | | | |

COUNTY: STOKES

| ROUTE/CITY/ SYSTEM COUNTY | | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK | | | | FISCAL YEARS | | | | | "UNFUNDED" FUTURE YEARS |
|--|--|--------------|---|---------------------------------|----------------------------------|-------------------|--|---------|---------|--|-----------------------------|---------|---------|---------|---------|----------------------------|
| | | | | | | | <u>"DELIVERABLE STIP"</u> | | | | <u>"DEVELOPMENTAL STIP"</u> | | | | | |
| | | | | | | | FY 2008 | FY 2009 | FY 2010 | | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | |
| FEASIBILITY STUDIES | | | | | | | | | | | | | | | | |
| KING STOKES | | FS-0209A | US 52 AND SR 1106 (TRINITY CHURCH ROAD). CONSTRUCT INTERCHANGE. | | | | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | |
| FEDERAL BRIDGE PROJECTS | | | | | | | | | | | | | | | | |
| US 52 STOKES | | B-4645 | LITTLE YADKIN RIVER. REHABILITATE BRIDGE NO. 29 AND BRIDGE NO. 30 | 3850 | 350 | FA | | | | | | | | | | |
| STRATEGIC HIGHWAY CORRIDOR | | | | | | | | | | | | | | | | |
| NC 8-89 STOKES | | B-4281 | DAN RIVER. REPLACE BRIDGE NO. 60 | 4279 | 579 | FA | C | 3700 | | | | | | | | |
| RIGHT OF WAY IN PROGRESS | | | | | | | | | | | | | | | | |
| NC 8 STOKES | | B-4280 | TOWN FORK CREEK. REPLACE BRIDGE NO. 14. TOWN FORK CREEK OVERFLOW. REPLACE BRIDGE NO. 44 | 3735 | 435 | FA | C | 3300 | | | | | | | | |
| RIGHT OF WAY IN PROGRESS | | | | | | | | | | | | | | | | |
| NC 66 STOKES | | B-4282 | PINCH GUT CREEK. REPLACE BRIDGE NO. 54 | 1500 | 250 | FA | C | 1250 | | | | | | | | |
| RIGHT OF WAY IN PROGRESS | | | | | | | | | | | | | | | | |
| SR 1697 STOKES | | B-4819 | SNOW CREEK. REPLACE BRIDGE NO. 105 | 1470 | 150 | NFA | | | | | | | | | | |
| | | | | | | NFA | | | | | | | | | | |
| MITIGATION PROJECTS | | | | | | | | | | | | | | | | |
| VARIOUS DAVIDSON DAVIE FORSYTH ROWAN STOKES | | EE-4909 | ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 9 PROJECT MITIGATION. | 3723 | 3723 | | | | | | | | | | | |
| BICYCLE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | | |
| DANBURY STOKES | | EB-5006 | DANBURY GREENWAY, STOKES COUNTY GOVERNMENT CENTER TO MORATOCK PARK. | | | | | | | | | | | | | |
| SCHEDULED FOR FEASIBILITY STUDY | | | | | | | | | | | | | | | | |

COUNTY: STOKES

| ROUTE/CITY/ SYSTEM COUNTY | ID NUMBER | LOCATION / DESCRIPTION (LENGTH) | TOTAL PROJ COST (THOU) | PRIOR YEARS COST (THOU) | FUNDING SOURCE | <u>"DELIVERABLE STIP"</u> | | | | FISCAL YEARS | | | | | <u>"DEVELOPMENTAL STIP"</u> | | <u>"UNFUNDED"</u> | | | | | | |
|--|--------------|---|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|---------|--------------|---------|---------|---------|--------------|-----------------------------|-----|-------------------|-----|-----|---|----|--|--|
| | | | | | | FY 2008 | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS | | | | | | | | | |
| ENHANCEMENT PROJECTS (LOCAL PROJECTS) | | | | | | | | | | | | | | | | | | | | | | | |
| WINSTON-SALEM | U-4741 | VARIOUS GREENWAY AND SIDEWALK PROJECTS WITHIN MPO AREA. | 5000 | | | | | | | | | | | | | | | | | | | | |
| DAVIDSON | | | | STPDA | C | 500 | | C | 500 | | C | 500 | | C | 500 | | C | 500 | | | | | |
| DAVIE | | | | C | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | C | 125 | | | | |
| FORSYTH | | | | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| PUBLIC TRANSPORTATION PROJECTS | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE | TJ-4984 | PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS. | 56 | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | OAWF | O | 7 | | O | 7 | | O | 7 | | O | 7 | | O | 7 | | O | 7 | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE | TL-4984 | PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED. | 384 | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | EDTAP | O | 48 | | O | 48 | | O | 48 | | O | 48 | | O | 48 | | O | 48 | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| COUNTYWIDE | TR-4984 | PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC. | 328 | | | | | | | | | | | | | | | | | | | | |
| STOKES | | | | RGP | O | 41 | | O | 41 | | O | 41 | | O | 41 | | O | 41 | | O | 41 | | |
| | | | | | | | | | | | | | | | | | | | | | | | |